

# WEATHER.

Partly cloudy tonight and tomorrow; slightly warmer tomorrow; gentle to moderate north to northeast winds. Temperature for twenty-four hours ending 2 p.m.: Highest, 43, at 4 p.m. yesterday; lowest, 35, at 5 a.m. today. Full report on page 18.

CLOSING NEW YORK STOCKS PAGE 18.

# The Evening Star

"From Press to Home Within the Hour"

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ONE CENT.

WASHINGTON, D. C., WEDNESDAY, MARCH 29, 1916.—TWENTY-TWO PAGES.

## THIRTY ARE KILLED, OVER 40 INJURED IN TRAIN CRASH

Three of New York Central's Crack Trains Wrecked Near Amherst, Ohio.

## BODIES OF THE VICTIMS ARE HORRIBLY MANGLED

Accident Is Said to Have Been Partially Due to Dense Fog.

## RESCUERS SOON ON THE SCENE

General Manager Moon Makes Statement of Causes Based on Reports to Him Made by His Subordinates.

CLEVELAND, Ohio, March 29.—At least thirty persons were killed—the exact total may not be known until nightfall—and more than forty injured in the wreck early today of three of the New York Central's crack passenger trains a mile west of Amherst.

Dense fog, it was said, obscured the signal set by the first section of the eastbound Pittsburgh-Baltimore-Buffalo limited, causing another section of that train to crash into it. A short time later, before signals could flag it, the fast Twentieth Century limited, westbound, crashed into the wreckage which had piled up on the westbound track.

Twenty-five bodies had been taken out at noon and five more were known to be in the debris.

When the total of dead and injured is finally ascertained the wreck will surpass, with its cost of life and limb, the wreck of the Twentieth Century limited at Mentor in 1904, when the famous train pulled into a freight car on its second trip of the New York Central twenty-hour run.

## Identified Dead.

The identified dead are: Walter R. Korman, 3299 Kirkwood street, Philadelphia; Frank Gallagher, 10 Hart street, Brooklyn; Isora Rosenberg, 51 Enoch street, Toronto; A. R. Pabst, manager Hungarian Theatrical Association, Cleveland; J. E. Ash, mail transfer clerk, Olmsted Falls, Ohio; J. H. Healy, Gallipolis, Ohio; Malena Benmool, 2136 Beech street, Indianapolis; George Oyano, Indianapolis; Rosemond, Indianapolis; Jennie Maddox, Cleveland, died at Elyria Memorial Hospital; Charles Nelson, member of Machine Movers' Union, on train on way from Amherst to Elyria; D. Fruchtman, 92 Gerard street, Toronto; Thomas Fairmont, avenue, Philadelphia; Edward Le Roy, Elliott avenue, St. Louis; John J. Lee, 1000 E. 12th street, St. Paul; Bruce Brownlee, address unknown, dead at Lorain.

## Many Have Narrow Escape.

Some of the members of the crews of the three trains involved in the wreck escaped with scratches and bruises. C. C. Robinson of Toledo, engineer of the Twentieth Century, crashed injured from under his engine after it had plunged into the wreckage. His fireman, Walter Mann, Toledo, and the conductor, M. V. Burk, Buffalo, also were injured.

John Keller, conductor of the second section of No. 38, and Frank Bunnell, conductor of the first section, and other injured members of the crews were being carried for injured passengers and in clearing away wreckage.

Search was being made for the bodies of two express messengers, expected to be found among express car wreckage.

The first body taken from the wreckage to be identified was that of Rev. John J. Wais, pastor of the First Hungarian Evangelical Lutheran Church, Detroit. Rev. Wais lived at 65 Thaddeus street, Detroit.

Rev. J. J. Wais was sent to the scene from Cleveland, Elyria and other nearby places.

No. 38 was known as the Pittsburgh-Baltimore-Buffalo limited. It was due in Cleveland at 4:05 this morning. The signal of the Pittsburgh coaches from Chicago to Pittsburgh and Buffalo and took on a sleeper at Cleveland for the signal of a fast train from Chicago to Pittsburgh.

The New York Central lines at Cleveland, gave this section of the wreck as it was given to him from his subordinates on the road at 9 o'clock.

Train No. 86, east bound, was traveling in two sections.

The engineer of the first section was stopped at Amherst by a signal. I don't know just how.

The second section of No. 86 should have stopped because of the automatic signal or by the signal of a flagman on the first section.

The second section ran into the end of the first section. The wreckage from both sections went over on the westbound, high-speed track.

The rear car of the first section was a coach from Chicago to Pittsburgh. It had four passengers, four of whom were killed. I don't know how many were injured.

The next car ahead of the coach was a Pullman car. There was nobody in this car but a porter and a mail clerk.

These two men are missing. The cars ahead of the coach and club car were sleeping.

Somebody in them was hurt.

The Twentieth Century was derailed, but nobody on it was injured.

I have ordered an investigation at once.

"I don't think any of the crew was

(Continued on Second Page.)

## OPPOSES CHANGE IN WATER SYSTEM

Secretary Baker Against Placing Full Control in D. C. Commissioners' Hands.

## UPHOLDS GEN. BLACK: FRICTION NOT FEARED

Head of War Department Makes Views Known to Congressional Committees.

Secretary Baker has informed the chairman of the Senate and House committees on the District of Columbia that he concurs in the views of Gen. William M. Black, chief of engineers of the army, in opposition to the bill providing for the transfer of control over the Washington aqueduct and its appurtenances from the War Department to the District Commissioners.

Under the present system the federal government brings the water to the city, purifies it, and supervises consumption in federal buildings, and the district government distributes the purified water and supervises consumption by citizens.

In support of the proposition to place control of the entire system in the hands of the District Commissioners, it is argued that the division of jurisdiction may create friction and be objectionable, while the combination of the system under one management would be more economical.

## Friction Not Anticipated.

Col. C. A. F. Flagler, the District engineer in charge of the aqueduct, reported that "it is not seen how any friction could occur in the dual administration unless the United States failed to supply the amount of water required, which has not occurred to the present time, except in the case of accident to the aqueduct." He also stated that if the entire system is placed in the hands of the District Commissioners, "there is doubt as to the possibility of increasing economy without decreasing efficiency."

Gen. Black concurred in these views. "The division between jurisdictions is sharply defined and clearly understood. There appears to be no evidence that the present arrangement creates friction or difficulties. Neither does it appear that the transfer of the aqueduct to the District Commissioners will result in any saving of money. The estimated cost of the present system is about \$12,500,000, and that the estimated cost of the new system is about \$15,000,000. The cost of the Great Falls power plant is about \$15,000,000."

## Further Objections.

"Under the proposed legislation," said Gen. Black, "review by the division engineer and the chief of engineers of the army would be dispensed with and the final decision as to engineering features would be left to the District Commissioners. The District Commissioner, who is usually of the rank and experience of a district engineer, would be required to believe that the existing form of government for the District of Columbia is the best form of government for the District of Columbia. He would be required to believe that the existing form of government for the District of Columbia is the best form of government for the District of Columbia."

## Continuous Advertising

The biggest advertisers in The Star are those who have advertised continuously for years past. Experience has taught the merchants of Washington that advertising in The Star will sell more goods than in all other Washington papers combined.

## Yesterday's Advertising

Local Display	Lines
The Evening Star	18,142
2nd Newspaper	7,520
3rd Newspaper	5,840
4th Newspaper	4,311
	17,671

Excess over total of other 3..... 471

The Star's circulation of over 80,000 insures to an advertiser practically a universal opportunity in Washington to read his announcements.

## GERMANS IN A NEW ATTACK AT VERDUN CUT FRENCH LINES

French Claim Recovery of Part of the Ground They Lost Yesterday.

## BATTLE AGAIN DESPERATE AFTER LULL OF SIX DAYS

Berlin Reports Storming of 2,000 Meters of Lines North of Malancourt.

## FIERCE ARTILLERY ACTIONS

Trenches Deluged With Shells for Hours in Preparation for Charges by Great Masses of Infantry.

BERLIN, March 29, via London, 3:48 p.m.—French positions north of Malancourt several lines deep along a front of 2,000 meters have been stormed by German troops, the German headquarters staff announced today.

## LONDON, March 29.—The

Germans have made another notable gain in their drive against Verdun, according to today's official announcement from Berlin, storming French positions north of Malancourt to the depth of several lines along a front of 2,000 meters, or more than a mile.

Malancourt lies about ten and one-half miles northwest of Verdun and some two and one-half miles northeast of the southern tip of the Avocourt wood, into which the Germans pushed in their recent great drive west of the Meuse. The French lines here formed a broad salient, exposed to attack from either flank, and French tenure of the position had not been considered a secure one by many military observers.

## French Regain Ground.

PARIS, March 29, 12:15 p.m.—French troops made an attack last night on Avocourt wood west of the Meuse, where the German assault was made yesterday. The official statement today says the French carried part of the works which the Germans had constructed. The Germans made a fierce counter attack, but were driven back with heavy losses. They made no other effort to recover the lost ground.

The recent German attack upon Malancourt was made with a fresh division, which was thrown back with large losses.

## Fighting in the Argonne.

The text of the communication follows: "In the Argonne district our batteries have bombarded the positions of the Germans north of Haute Chavanne and on the southern boundary of the wood of Cheppe. A fight with hand grenades, made in conjunction with activity in the next sector, made it possible for us to make progress, particularly in the connecting trenches of the enemy to the north of Avocourt. We also took several prisoners."

To the west of the Meuse the enemy last night made no fresh effort against our positions at Harecourt and Malancourt. The bombardment, however, assumed a certain intensity along our front at Bethincourt, Le Mort Homme and Camiers.

## French Infantry Attacks.

"This morning after an intense preparatory artillery fire our troops delivered a spirited attack against the German positions in the wood of Avocourt. We occupied the southeastern corner of this wood for a depth of more than 200 yards, as well as an important work called the redoubt of Avocourt which the Germans had strongly fortified."

A violent and sudden counter attack delivered by the enemy with a fresh brigade which had arrived on the scene a few days ago, was completely repulsed by us. The enemy suffered heavy losses and left fifty prisoners in our hands.

"To the east of the River Meuse there has been great activity on the part of the opposing artillery forces in the region of Vaux and Douaumont and in the Woëvre, in the sector of Moulinville. The remainder of the front the night was quiet."



PREPAREDNESS AGAINST POACHERS.

## Dispatches Indicate Pershing Now Using Mexican Railroads

News Contained in Official Report to Gen. Funston of Death of Trooper While Being Transferred on Train South of Casas Grandes

While no word had come today from Special Representative Rodgers at Queretaro concerning the request for use of Mexican railways to transport supplies to Gen. Pershing's troops, there were indications in official dispatches from Gen. Pershing, through Gen. Funston, that troops were using railways in the Casas Grandes district, probably upon permission from the local Carranza officials.

A dispatch reporting that Saddler George A. Hudnelt of the 10th Cavalry had died from injuries received in a railroad wreck was taken to mean that troops were being transferred by rail southward from Casas Grandes. This was the first official intimation that Pershing's troops were using the railroads.

## Confers With Secretary Lansing.

Secretary Baker took the message from Gen. Funston to the State Department and conferred with Secretary Lansing. It was announced there that additions proposed by Gen. Carranza to the projected protocol covering the use of the Mexican railways still were under consideration. Instructions were sent last night to Special Representative Rodgers to urge Gen. Carranza to grant permission for use of Mexican railways as to the actual steps taken by Gen. Pershing to close in on the bandits.

Conditions on the east and west coasts of Mexico were reported to the Navy Department today as generally satisfactory. From Tampico came word of apparent improvement noticed by American residents concerning whose safety considerable anxiety was felt.

## Lawlessness Near Laguna.

Reports of lawlessness in the Laguna region were contained in an announcement made by the State Department today. The report stated that a band of about 100 men, armed with machine guns and other weapons, had been active in the region. The report also stated that the band had been active in the region of the Laguna, and that the band had been active in the region of the Laguna.

## Preparing Aero Specifications.

War Department officials were preparing recommendations today as to the number and type of aeroplanes for border use to be purchased with the emergency fund of \$8,000,000 made available yesterday by Congress. Secretary Baker expected to act as soon as the report reached him and the new machines, probably eight in number, probably will be shipped within a few days.

Aeroplane manufacturers have evinced a desire to cooperate closely with the government in developing satisfactory war planes, the Secretary said. They have suggested that a testing ground be established by the army at Fort Myer, Va., or some other central point, where new types of machines can be sent for test by army aviators as fast as they are produced.

Mr. Baker indicated that some such plan would be followed by the department.

## Uses of the Appropriation.

While it was admitted at the War Department that the use of the railways would simplify the troops supply problem, it was said that the

## VIRGINIA G. O. P. CONVENTION OPENS

Organization in Control and Colored Element Is Scarcely Noticeable.

ROANOKE, Va., March 29.—With 1,500 delegates from all parts of Virginia in attendance, the state republican convention was called to order this morning at 11 o'clock in the Academy of Music. The gavel with which the big meeting was called to order was wielded by C. Bascom Slemm, the only republican representative from Virginia in Congress. T. J. Muncie of Bland received the gavel from Mr. Slemm and acted as temporary chairman. The convention is the largest held by the party in Virginia in many years. The colored man, once so conspicuous in such gatherings in the south, is scarcely noticeable. It was a sea of white faces that packed the building from platform to the furthest edge of the gallery under the roof.

## Organization in Control.

The organization appeared to be in complete control and there was every indication the delegation to the Chicago convention would be untroubled. The "progressive" element claimed that there was a strong Hughes-Roosevelt sentiment among the fifteen hundred delegates, but admitted that the organization could muster sufficient strength to vote down any effort to send an instructed delegation to the national gathering.

For delegates at large the organization state consisted of the following: Representative C. Bascom Slemm, state chairman; Alva H. Martin, national committee; Joseph L. Crupper of Alexandria and R. A. Fulwiler of Staunton.

E. E. Davis, state senator from Franklin county, is a candidate for delegate at large in opposition to Mr. Fulwiler, and is expected to have the backing of the progressives when the selection of the delegates comes to a vote. The interstate commerce commission (pipe line hearings) or federal trade commission, are to be decided.

"The war in Europe has not increased the exportation of gasoline, but it has decreased," said Mr. Slemm.

"The report of another governmental investigation, shortly to be made public, will show that the 'on hand' supply is greater than at any time in the history of the country."

"The legislators have asked for to meet this situation has been enacted fourteen times by Congress, and approved by four of the great Presidents of the United States."

"The discretion my bill gives to the President to lift the embargo when the price of gasoline is fairly fixed has been declared constitutional by the Supreme Court in a long line of decisions."

## Thinks Competition No Remedy.

That the idea that competition when kept alive will secure reasonable prices to the people has been proven wrong in some cases was the statement of Representative Humphrey of Washington who delivered an address.

For the first time in many years there were no contests for seats and party leaders asserted that harmony was the prevailing spirit.

## AIR SERVICE IS ATTACKED.

British Officials Charged in Parliament With Ignorance and Intrigue.

LONDON, March 29.—The Government was again heckled in the House of Commons last night on the inefficiency of the British aircraft service and defense against Zeppelins by Noel Pemberton-Billing, recently elected a member on the question of air preparedness, and other members, who accused the ministers of parsimony and neglect of valuable inventions offered to them, and declared that the public interest was being sacrificed to ignorance and intrigue among the higher officials.

## GASOLINE EMBARGO PROPOSED IN HOUSE

Representative Howard Predicts 40-Cent Rate to U. S. in Two Months.

## MEASURE INTRODUCED TO STOP ALL EXPORTS

Resolution Is Drawn by Georgian After Talk With Secretary Redfield About the Situation.

With the prediction that gasoline for the use of the government itself, in huge quantities, will reach a wholesale price of 40 cents a gallon in the next two months, Representative Schley Howard of Georgia today introduced a resolution authorizing the President to declare an embargo on gasoline, so as to prevent the shipment of American supplies of the fluid abroad. The resolution was written after a talk between Secretary of Commerce Redfield, who presented some startling facts.

At the same time Representative Steenerson of Minnesota introduced a bill to give the federal trade commission the power to fix prices on gasoline and allied products.

A subcommittee of the mines and mining committee, headed by Representative Van Dyke of Minnesota, is now going over some of the many gasoline-price-reducing bills before it, and nearly every congressman is receiving daily stacks of letters demanding that action be taken before the price rises to untold heights.

## Producers Want Forty Cents.

"I was told by Secretary Redfield," said Representative Howard today, "that the contract price for gasoline for government consumption last year was 11 cents. Now the producers are coming here for contracts and will not listen to any suggestions less than 40 cents."

Forty cents a gallon would be less than the retail price.

"What we ought to have," continued Representative Howard, "is action of the sort President Roosevelt took at the time the coal strike was threatening. Coal was scarce, prices were rising and people in dire distress because of the situation. He called a special session of Congress and passed a law to see him, and told him that if the strike was not settled in forty-eight hours he would send troops into the mining regions and that the United States would take over the mines. The strike was settled in forty-eight hours."

"Crude petroleum is one of the great natural resources of this country. One of its by-products, gasoline, is universally used, and science has not yet discovered a successful substitute for it. A restriction of its use by the exaction of exorbitant prices will affect hundreds of thousands of people in every walk of life. The gas engine is a great dynamic force in our agricultural, industrial, commercial and social activities."

## Continual Rise a Scandal.

"No one in Congress in either branch desires to interfere with or hamper great prosperity with which this nation is blessed, so long as that prosperity is derived from legitimate profits; but the continual rise in the price of gasoline, arbitrarily fixed by the refineries, has not only reached the limit of endurance, but is becoming a national scandal."

"The refineries defend their action in fixing the existing and contemplated exorbitant prices by saying that there is an increased demand occasioned by the European war and a decreased production in crude oil. Neither of the statements are true if the various governmental departments, including the Department of Commerce, the Interior Department, the Interstate Commerce Commission (pipe line hearings) or federal trade commission, are to be credited."

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## VILLAS SEEKING A REFUGE AMONG FRIENDLY INDIANS

Fleeing Toward Tarahumara Mountain Country Pursued by U. S. Cavalry.

## CARRANZA TROOPS SEEM TO HAVE NO TRACE OF HIM

De Facto Government Officials at Juarez Have Ceased to Receive Reports About Brigand.

## MAY GATHER LARGE FORCE

Outlaw Expected to Concentrate Independent Bands and Then Begin Extensive Marauding Campaign and Give Expedition Trouble.

## EL PASO, Tex., March 29.—

The hunt for Francisco Villa by the flying columns of American cavalry continued relentlessly today, but from the meagerness of the official dispatches from Gen. Pershing's advanced base it was impossible to learn the position of the American troops and how far they were in the rear of the fleeing bandits. Villa was last heard of heading southward toward the Tarahumara mountain country, his command driving their Mexican ponies at full speed and being closely pressed by the American troops.

Commanders of the Carranza troops now in the Chihuahua region apparently have lost trace of Villa and his men, for no report has been received by Mexican officials here for some time concerning the bandit's whereabouts.

## Operating Around Torreon.

Armed bands of Villa forces are reported in various parts of Chihuahua and in some numbers around Torreon, but they are operating independently of the main Villa command.

Carranza officials in Juarez express the belief that Villa will try to establish a main base at some point after he has thrown the American cavalry off his trail, and then recruit his command to one of larger proportions from the bands now roving about the southern Chihuahua district. Villa, the Carranza officials think, will then engage in a marauding campaign which would make a number of American and Carranza forces no end of trouble.

Army officers here do not believe Villa will make a stand and fight the American cavalry, but will continue in flight until he escapes or is cornered.

## Speculation Along the Border.

In the absence of any official news of the chase, the speculation is based on such slim facts as are brought back to the United States by American mining men and ranchers who straggle in here.

American familiar with Mexico are almost unanimous in their opinion that Villa will make a stand and fight the American cavalry, but will continue in flight until he escapes or is cornered.

"All his men used a little dried beef and no water in that country now, and what little there is will be dried up soon. There may be a few showers in May, but there will be nothing but a dry season. It is needed for a large body of troops until after June 20, the date when the real rain begins."

## Tarahumares Will Help Villa.

"The Tarahumara Indians will not give the slightest assistance to the Americans, but they dig up their last grain of corn or wheat for Villa. More than that, they will give him speedier information about our movements than the Americans could give. There is fastness in the mountains and the no horses, they could keep pace with these Indians in that country. I have often seen one of them from my present camp, a distance of eighty-two miles. He could start in the evening and reach Minaca in forty miles, and all they need for subsistence is a little ball of dried meat that they carry with them."

"Another difficulty is that there is practically no water in that country now, and what little there is will be dried up soon. There may be a few showers in May, but there will be nothing but a dry season. It is needed for a large body of troops until after June 20, the date when the real rain begins."

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## Difficulties of the Aviators.

The rancher was asked what difference he thought the introduction of aeroplanes in the chase was going to make.

"I hardly think they will prove of

(Continued on Second Page.)